

FY.51421US1NP

PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant	: Kosugi, et al.
Int'l Appl. No.	: PCT/JP2004/195632
Int'l Filing Date	: July 1, 2004
For	: SHIFT CONTROL DEVICE FOR STRADDLE-TYPE VEHICLE, AND STRADDLE-TYPE VEHICLE
Examiner	: Unknown
Group Art Unit	: Unknown

PRELIMINARY AMENDMENT ACCOMPANYING NATIONAL PHASE ENTRY

Mail Stop Amendment

Commissioner for Patents

P.O. Box 1450

Alexandria, VA 22313-1450

Dear Sir:

Preliminary to examination on the merits, please amend the above-identified U.S. National Phase application in the manners set forth below.

Amendments to the Abstract begin on page 2 of this paper.

Amendments to the Specification begin on page 3 of this paper.

Amendments to the Claims are reflected in the listing of claims which begins on page 4 of this paper.

Remarks/Arguments begin on page 6 of this paper.

AMENDMENTS TO THE ABSTRACT

Please amend the Abstract of Disclosure as shown below. Deletions are shown in strikethrough text and insertions are shown in underlined text. A substitute Abstract of Disclosure is enclosed herewith, together with a substitute Specification, as noted below.

{Abstract}

~~{Problem to be Solved} To provide an easy to maintain shift control device for a straddle type vehicle utilizing an existing structure.~~

{Solution} A transmission mechanism 10 is provide that can be interposed between a shift actuator and a shift shaft. The mechanism 10 can include: ~~a first coupling part 11a and a second coupling part 11b~~ first and second coupling parts that can be coupled for movement relative to each other; ~~an urging means 12~~ a biasing mechanism that can be configured for urging the first and second coupling parts ~~11a, 11b~~ toward a neutral position; and a stopper mechanism ~~13~~ that can be configured for stopping the relative movement of one of the first and second coupling parts when ~~the first or second coupling part is~~ moved relatively from the neutral position against urging force of the ~~urging means~~ biasing mechanism. When the shift actuator is stroked by a predetermined amount, a dog is can be compulsorily disengaged as the first and second coupling parts ~~11a, 11b~~ are moved together by ~~means of~~ the stopper mechanism, and engaged as one of the first and second coupling parts ~~11a, 11b is moved~~ moves relatively against the urging force of the ~~urging means 12, for allowing smooth shift change.~~ This allows smooth shift change.

{Selected Drawing} FIG. 1

AMENDMENTS TO THE SPECIFICATION

Please replace the specification with the enclosed substitute specification. A machine generated red-line version comparing the direct translation to the substitute specification is enclosed.

AMENDMENTS TO THE CLAIMS

The following listing of claims replaces all prior versions and listings of claims. These claims are reflected in the substitute specification.

Claims 1-12 (Canceled)

13. (New) A straddle-type vehicle comprising:
 - an engine case containing at least a portion of an engine;
 - a speed-changing transmission selectively driven by the engine, the speed-changing transmission including a shift shaft and a dog;
 - a shift actuator; and
 - a shift control device for performing shift control of the speed-changing transmission, the shift control device including a shift actuator and an actuation force transmission mechanism, the shift actuator being configured to be stroked by a predetermined amount to move the shift shaft and a dog into and out of engagement, the actuation force transmission mechanism being disposed outside the engine case and being interposed between the shift actuator and the shift shaft, and the actuation force mechanism including:
 - first and second coupling parts being sized and configured to be coupled together to provide movement relative to each other;
 - a biasing mechanism for urging the first and second coupling parts toward a neutral position; and
 - a stopper mechanism for stopping the relative movement of the first and second coupling part when one of the first and second coupling parts is moved relatively from the neutral position against urging force of the biasing mechanism.
14. (New) The straddle-type vehicle according to Claim 13, wherein the transmission mechanism is arranged such that, when a resistive force acts against the movement of the transmission mechanism, the first coupling part moves relative to the second coupling part against the urging force of the biasing mechanism until the first coupling part is stopped by the stopper mechanism, and wherein in response to a continuing resistive force, the first and second coupling parts moving together upon the first coupling part being stopped by the stopper mechanism.
15. (New) The straddle-type vehicle according to Claim 13, wherein the first and

second coupling parts are coupled so as to slide relative to each other.

16. (New) The straddle-type vehicle according to Claim 15, wherein the biasing mechanism includes a compression spring.

17. (New) The straddle-type vehicle according to Claim 13, wherein the first and second coupling parts are coupled for at least rotational movement relative to each other.

18. (New) The straddle-type vehicle according to Claim 17, wherein the biasing mechanism includes a leaf-type spring having an elongated, rod-like shape.

19. (New) The straddle-type vehicle according to Claim 17, wherein the actuation force transmission mechanism is disposed on the shift shaft.

20. (New) The straddle-type vehicle according to Claim 19, wherein the actuation force transmission mechanism is disposed on a gear shaft of a speed reduction mechanism coupled to the shift actuator.

21. (New) The straddle-type vehicle according to Claim 13, wherein the shift actuator is coupled to the shift shaft via a coupling mechanism for transmitting actuation force of the shift actuator to the shift shaft, the actuation force transmission mechanism is held by the coupling mechanism.

22. (New) The straddle-type vehicle according to Claim 21, wherein the transmission mechanism is provided in a case held by the coupling mechanism.

23. (New) The straddle-type vehicle according to Claim 13, wherein the shift actuator is coupled to the shift shaft via a coupling mechanism for transmitting actuation force of the shift actuator; the coupling mechanism being of adjustable length.

REMARKS

Prior to examination on the merits, please amend the above-identified national phase application in the manners indicated in the enclosed substitute specification. Applicant submits that no new matter has been added through the amendments. The amendments relative to the translated international application are indicated in the attached machine generated redline specification.

Please charge any additional fees, including any fees for additional extension of time, or credit overpayment to Deposit Account No. 11-1410.

Respectfully submitted,

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Dated: Aug 31, 2006

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